

DRAFT

Proposed Concepts for a New Agricultural Stationary Engine Air Toxic Control Measure

Presented below are preliminary concepts for an air toxic control measure (ATCM) that would apply to **new stationary** diesel-fueled engines purchased for agricultural use. Briefly, the concepts entail:

- requiring new engines purchased for use to be an “off-the-shelf” low emission engine
- allowing in-use Carl Moyer and EQIP engines to be sold as “new” for a limited period of time
- using CARB on-road diesel as a fuel
- notifying the District when an engine is sold

We believe the concepts reflect reasonably available control technology. It is expected that engines that meet the proposed performance standards will be readily available at the point of sale. Below we have provided a more detailed description of the concepts and have identified discussion points to be addressed.

1. Scope and Applicability

The diesel engine exhaust emission requirements identified in the ATCM would apply to sellers, owners, and operators of **new stationary** diesel compression ignition engines sold, purchased, or installed after January 1, 2004 (an approximate date). Both greater than 50 horsepower and less than 50 horsepower engines used in agricultural applications would be covered. The ATCM would not apply to portable or mobile equipment.

A “**new**” engine is one that is purchased, installed, or relocated from an offsite location after the effective date of the ATCM (about January 1, 2004). These include “off-the-shelf” new engines and, until 2008, resold Carl Moyer and EQIP engines.

2. Exemptions

- Until January 2008, stationary in-use engines that had been repowered under the Carl Moyer Program and EQIP engines could be sold as a “**new**” engine provided that it was previously used in agricultural operations and is being sold to another agricultural operation.
- Stationary diesel engines may be moved from one non-contiguous location to another and not be considered “**new**,” provided the engine and the property are under the same ownership.

DRAFT

3. Performance Standards

Any **new stationary** diesel compression ignition engine sold or purchased for use on or after January 1, 2004 (an approximate date) must:

Greater than 50 horsepower

- Meet 0.15 g/bhp-hr diesel particulate matter (PM) limit or applicable model year PM limit per Off-road Compression Ignition Engine Regulation, whichever is lower.
- Meet applicable model year NMHC + NOx, and CO limits per Off-road Compression Ignition Engine Regulation (If none applicable: i.e. older than Tier I, must meet Tier I standards)

Less than or equal to 50 horsepower

- Meet applicable model year PM, NMHC + NOx, and CO limits per Off-road Compression Ignition Engine Regulation (If none applicable: i.e. older than Tier I, must meet Tier I standards)

These standards are the same as the standards set forth for stationary emergency back-up engines.

4. Fuel Requirements

Owners and operators of **new stationary** diesel-fueled engines would use California Air Resources Board on-road diesel fuel.

5. Record-keeping

- For Engines Greater than 50 hp: Any person selling a stationary engine for use in an agricultural operation shall report to the local air pollution control or air quality management district the make, model, date of the sale, location of the engine, and if the engine was a Carl Moyer, EQUIP or a manufacturer supplied low emission engine.
- For Engines Less than or Equal to 50 hp: Any diesel-fueled equipment dealer selling a stationary engine for use in an agricultural operation shall report to the local air pollution control or air quality management district the make, model, date of the sale, location of the engine, and if the engine was a Carl Moyer, EQUIP or a manufacturer supplied low emission engine.

DRAFT

6. Discussion Points

- A.** How should we address stationary agricultural diesel-fueled engines located near sensitive receptors?
- B.** Are the record-keeping requirements recommended above sufficient to track compliance with these measures?